

**Milwaukee Radio
Amateurs Club
Oldest Active Radio Club**

The Milwaukee Radio Amateurs' Club is the world's oldest continuously active radio club. The MRAC is celebrating its 75th birthday. On December 5, 1919 the club became affiliated with a national amateur radio organization, The American Radio Relay League in Newington, Connecticut and has strived to promote the advancement of amateur radio ever since.

The club holds monthly meetings on the last Thursday of every month in the basement of Wauwatosa Savings & Loan at 7:30 p.m. The meetings are open to members and the public. Club meetings and field exercises help keep our members up to date on the latest changes in technology, equipment and rules related to our hobby as well as a social get together with fellow hams. Our club supports a school to teach newcomers the radio principals needed to pass a Federal Communications test for a license and also supports a volunteer license testing program at least once a month.

On August 13th the Milwaukee Radio Amateurs Club will operate a special interest station, to commemorate our upcoming 75th birthday. From the old time Cedarburg Railroad Station, restored by the Ozaukee County Historical Society. Located in Pioneer Village on Hwy. I approximately 4 miles north of Hwy 33, this station will be on the air from 10 a.m. to 4 p.m. contacting as many other ham radio stations worldwide as possible with information on the history of our club. The club will be sending a special certificate to everyone that we talk to over the air.

Information about joining our club will be available to the public. For more information contact Milwaukee Radio Amateurs Club 466-HAMS.

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TOYOTA T100 PICKUP

Toyota hasn't exactly set world records with sales of its T100 pickup. Its advertising has been lackluster, and its pricing less than aggressive against its well-established American competitors. This week, AUTOTALK scrutinizes the midline T-100 DX rear-drive model.

Toyota's newest pickup is full-sized, the only import challenger to the most plentiful vehicles sold in North America. Its wide cloth bench is extremely comfortable and accommodates three but there's nothing behind the bench storage. The double-wall, eight-foot-long by 5.5-foot wide bed flat-carries 4x8 panels; you can also tow 5,000 pounds. Notable on this 3,400-pound vehicle is the tailgate, which removes easily without tools.

The dashboard features an adequate number of analog gauges. A cupholder is standard, as is a driver's side airbag.

The \$15,400 base price T100 incorporates a relatively sparse number of standard features compared to its American rivals. Among the major ones are power front disc/rear drum brakes with truck-type anti-lock, rack and pinion power steering, four-wheel independent suspension, full interior carpeting, and dual outside mirrors.

Under the hood resides the same 3.0 liter, 150 HP fuel-injected V6 its compact truck siblings employ. It's a sophisticated two-valve per cylinder, fuel-injected engine with lots of torque and surprising smoothness. Coupled to Toyota's pleasant-shifting five-speed overdrive manual transmission and light clutch, it moves the T100 from 0-60 in 11.5 seconds. That's competitive with its base model